

COMSCINST 5090.1B CH-1	COG CODE N00EP	DATE 18 JUN 1998
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DEPARTMENT OF THE NAVY
 COMMANDER MILITARY SEALIFT COMMAND
 WASHINGTON NAVY YARD
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 WASHINGTON DC 20398-5540

COMSCINST 5090.1B
 N00EP
 18 June 1998

COMSC INSTRUCTION 5090.1B

Subj: ENVIRONMENTAL PROTECTION PROGRAM

- Ref:
- (a) OPNAVINST 5090.1B
 - (b) OPNAVINST 3100.6G
 - (c) COMSCINST 5090.2A
 - (d) COMSCINST 5090.3B
 - (e) MSC Shipboard Oil and Hazardous Substances Spill Contingency Plan (SOHSCP)
 - (f) OPNAVINST 5100.19C
 - (g) CNO ltr 5090 Ser 452/2U602145 of 23 SEP 92 (NOTAL)
 - (h) CNO ltr 5090 Ser N452/2U602341 of 23 DEC 92 (NOTAL)
 - (i) 33 CFR Part 155, Vessel Response Plans
 - (j) 33 CFR Part 151, Pollution from Ships, Shipboard Oil Pollution Emergency Plans
 - (k) Oil Pollution Act of 1990 (OPA-90) (NOTAL)
 - (l) Regulation 26 of Annex I, MARPOL 73/78 (NOTAL)
 - (m) International Maritime Organization, IMO MEPC 32/20 Annex 4; Guidelines for the Development of Shipboard Oil Pollution Emergency Plans (NOTAL)
 - (n) Maritime Administration Ready Reserve Fleet Oil Spill Vessel Response Plan
 - (o) COMSCINST 4110.1B
 - (p) Desk Guide for Hazardous Waste Management during Shipyard Availabilities

Encl: (1) Environmental Protection Program Manual

1. Purpose. To establish an Environmental Protection (EP) Program at Military Sealift Command (MSC). This instruction is a complete revision and should be read in its entirety.
2. Cancellation. COMSCINST 5090.1A and COMSCINST 3100.3B.

18 June 1998

3. Scope

a. This instruction provides policy and guidance for all MSC shore activities and all government owned or bareboat-chartered vessels, including contractor-operated vessels. This instruction applies to time or voyage chartered vessels or Ready Reserve Fleet (RRF) vessels under MSC OPCON to the extent described in the applicable contracts. Compliance with this instruction shall be required on all ship operating contracts and charter agreements awarded after the date of this instruction.

b. This instruction is the primary source for policy and guidance for MSC EP Program. Readers should refer to the specific referenced documents for the most recent and accurate information for requirements and procedures.

4. Background

a. MSC is committed to operating in a manner that protects the environment and recognizes that national defense and environmental protection are, and must continue to be, compatible goals. Environmental regulations and Navy policy impact MSC operations worldwide and compel MSC to manage its activities in a manner consistent with the protection and preservation of the environment. In order to accomplish this mission element, personnel must be aware of the environmental laws and regulations established by Federal, state and local governments. MSC chain of command must provide leadership and a personal commitment to ensure that employees develop and exhibit an EP ethic.

b. This instruction is intended to serve as a framework for decision making supporting MSC environmental performance. Policies established and referenced in this instruction are intended to provide a direction towards compliance with environmental requirements, support awareness of EP and pollution prevention principles, response preparedness planning for future environmental protection needs, encourage investment in pollution prevention technology and enhance operational readiness.

5. Policy

a. Protection of the environment and natural resources is a priority concern at MSC. All MSC commands, MSC vessels and chartered vessels will strive to meet the letter and spirit of applicable environmental laws and regulations including those of the port, state and local governmental unit.

b. All RRF ships under the operational control of MSC will comply with applicable provisions of references (a) through (p).

18 June 1998

c. MSC vessels and chartered vessels shall meet environmental standards imposed by host countries whenever possible. Guidance on environmental compliance overseas is contained in the Overseas Environmental Baseline Guidance Document and Final Governing Standards available from the Regional Environmental Coordinators/Navy On-Scene Coordinators (RECs/NOSCs). Appendix B to enclosure (1) provides points of contact for all RECs/NOSCs.

d. Within the United States, MSC vessels shall be made available for inspection by environmental officials providing the inspector a legitimate basis for requesting access, and subject to the requirements to protect national security information. Legal counsel should be consulted if there is any question on the applicability to MSC vessels of the law or regulation under which access is sought. Such access can be obtained if proper credentials and a legitimate basis for requesting access are provided to the appropriate Program Manager (PM). Access shall always be at the discretion of COMSC.

e. MSC vessels that are owned, operated or bare-boat chartered shall obtain Non-Convention IOPP Certificates documenting compliance with international pollution prevention agreements.

f. MSC personnel shall immediately report all violations of EP requirements to the command responsible for such violation. If the responsible command is unknown, the violation shall be reported to the MSC Duty Officer. Anonymous reports may be made to the Navy Hotline (800)522-3451.

g. MSC shore activities and MSC vessels shall participate in the host activity's Solid Waste Management Plan and Qualified Recycling Program to the maximum extent practicable.

h. When evaluating waste reduction strategies, preference shall be given to source reduction. If source reduction is not technically feasible, preference shall be given to reuse programs. Recycling shall be considered if source reduction and reuse are impractical.

6. Action. This instruction applies to all MSC commands and MSC vessels. For the purpose of this instruction, the term "MSC vessel" shall include vessels owned, operated or bareboat chartered by MSC and RRF vessels under the operational control of MSC.

Distribution:
(See page 4)

COMSCINST 5090.1B

18 June 1998

Distribution:

COMSCINST 5000.19

List I (Case A, B)

SNDL 41B (MSC Area Commanders)
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18 June 1998

**MILITARY SEALIFT COMMAND
ENVIRONMENTAL PROTECTION PROGRAM MANUAL
TABLE OF CONTENTS**

Chapter	Title	Page
1	Environmental Protection Policy	
1-1	Policy	1-1
1-2	Promulgation	1-3
2	Environmental Protection Program and Organization	
2-1	Commander, Military Sealift Command	2-1
2-2	Area Commands	2-3
2-3	Afloat Personnel Management Center.....	2-4
2-4	Vessels	2-4
3	Compliance	
3-1	In General	3-1
3-2	Compliance Afloat.....	3-2
3-3	Foreign Jurisdictions	3-2
4	Pollution Prevention	
4-1	Environmental Awareness Training Policy.....	4-1
4-2	Environmental Quality Management Board.....	4-1
4-3	Oil Transfer and Cargo Slops Disposal Procedures	4-3
4-4	Shipboard Maintenance Program	4-3
4-5	Air Pollution	4-3
4-6	Solid Waste Management Policy.....	4-3
4-7	Recycling Policy.....	4-4
4-8	Hazardous Waste and Hazardous Materials Policy	4-4
4-9	Oily Waste and Waste Oil Management Policy	4-4
4-10	Used Oil Management Policy.....	4-5
4-11	Ballast Water Management Policy	4-5
4-12	Blackwater/Graywater Management Policy.....	4-6
4-13	Marine Mammals Policy	4-6
4-14	Noise Policy.....	4-7
5	Response Readiness	
5-1	Policy	5-1
5-2	Shipboard Drills.....	5-1
5-3	Exercises	5-1
5-4	Contingency Planning.....	5-4
5-5	Spill Reporting Procedures.....	5-4

Appendix A: Afloat Environmental Programs Self-Audit Checklist

Appendix B: OHS Spill Response Kit

18 June 1998

CHAPTER 1**ENVIRONMENTAL PROTECTION POLICY****1-1 POLICY STATEMENT**

"The Navy is totally committed to protecting human health and the environment while executing its military mission." That statement of policy by the Chief of Naval Operations (CNO) has given rise to a new operational philosophy Navy wide. Military Sealift Command (MSC) shares the Navy's commitment to demonstrate environmental leadership. All MSC commands and vessels, will strive to meet the letter and spirit of applicable environmental laws and regulations including those of the port state and local governmental unit. To accomplish this goal, MSC officially adopts the following statement of policy:

18 June 1998

ENVIRONMENTAL PROTECTION POLICY STATEMENT

Military Sealift Command has a tradition of excellence. Our leadership on key environmental issues builds upon that tradition and is central to the successful execution of our mission.

We believe that it is our responsibility to be good environmental stewards thereby ensuring a rich ecological legacy for generations to come.

Therefore, the four pillars of MSC's Environmental Protection Policy focus our efforts upon regulatory compliance, response readiness, pollution prevention, and conservation.

To achieve that Policy, we will:

1. **Comply** with all international, federal, state and local requirements as delineated in DOD and U. S. Navy directives.
2. **Plan, develop and execute** forward-looking strategies to address environmental challenges.
3. **Recognize** the necessity to be prepared to respond to an environmental incident.
4. **Invest** in pollution prevention to reduce the cost of compliance and to eliminate the need for cleanup.
5. **Provide** education and training to our mariners to ensure that they have the tools necessary to achieve our goal of environmental excellence.
6. **Promote** technological innovation to obtain better and more cost effective environmental performance.
7. **Develop** partnerships with private contractors and public agencies to achieve our mutual environmental goals.
8. **Integrate** environmental protection principles into our daily decision making process and long range planning.
9. **Measure** our organizational mission effectiveness against a "new bottom line" that includes the cost of achieving our environmental goals.

18 June 1998

1-2 Promulgation

- a. MSC Environmental Protection (EP) Policy Statement shall be prominently displayed on the bridge and in the engineering control room of every MSC vessel as well as in public spaces of MSC command and support activities, including but not limited to office buildings, Reserve Centers and training facilities.
- b. An examination and discussion of this policy statement shall be included in the annual Environmental Awareness Training described in Chapter 4.
- c. An explanation of this MSC EP policy statement shall be included in the Command Orientation Brief given to all personnel (afloat and ashore, civilian and military) joining MSC.
- d. A copy of this MSC EP policy statement shall be included in the Command Orientation Package distributed to MSC's customers, contractors, suppliers and stakeholders.

18 June 1998

CHAPTER 2

ENVIRONMENTAL PROTECTION PROGRAM AND ORGANIZATION

2-1 Commander, Military Sealift Command (COMSC)

a. The Special Assistant for Environmental Programs (N00EP) shall:

(1) Be solely responsible for MSC environmental policy and overall program management.

(2) Advise COMSC and subordinate commanders on environmental issues affecting the command.

(3) Provide routine reports to the CNO as required on program costs and effectiveness.

(4) Provide guidance to all MSC EP Specialists.

(5) Ensure that Command Inspections include a review of Area Commanders' compliance with the policy guidance of this instruction and references (a) through (l).

(6) Provide guidance to Program Managers to ensure that EP Program requirements are adequately addressed in their programs.

(7) Develop a Shipboard Oil and Hazardous Substance Spill Contingency Plan for all MSC vessels and ensure that similar plans are maintained aboard all contractor-owned, contract-operated vessels chartered by MSC.

(8) Establish and participate in the MSC Environmental Quality Management Board (E-QMB). The purpose of the E-QMB is to promote uniformity and consistency in the application of EP policy at MSC. The E-QMB will advise MSC decision-makers, share information and recommend necessary policy changes. Membership will include representatives from PM1, PM2, PM3, PM4, PM5, N1, N2, N3/5, N4, N7, N9, N10, N00I, N00S and N00EP.

(9) Serve as COMSC's representative on the Chief of Naval Operations E-QMB.

18 June 1998

(10) Evaluate MSC's compliance with environmental requirements as needed, but at least every 3 years. Evaluation shall verify whether environmental program management requirements and practices are adequate and appropriate, as specified by relevant laws, regulations and Navy policies. Actual and potential areas of noncompliance shall be identified with specific recommendations for corrective action.

b. Program Managers shall:

(1) Designate a single point of contact for environmental issues.

(2) Coordinate with N00EP to ensure compliance with the policies prescribed or referenced in this instruction by supporting reasonable equipment repair or upgrade requests intended to resolve environmental concerns and by ensuring that all personnel are properly trained.

(3) Provide educational materials to owners and operators of MSC vessels or chartered vessels as they become available to promote awareness of MSC's commitment to EP. This material may include printed brochures, posters, photographs, audio and video tapes and films. It is particularly important to:

(a) Ensure OHS spill response operations, technical assistance, funding data and spill notification are in accordance with references (a), (b), (d) and (f).

(b) Ensure that all contracts for the operation, repair, maintenance or supply of MSC vessels (and the requests for proposal giving rise thereto) adequately address EP Program requirements.

(c) Ensure that chartered vessels adequately address EP Program requirements (e.g., provide sufficient evidence of financial responsibility to meet requirements of reference (k); meet IMO guidelines, observe spill reporting requirements).

(d) Ensure shipboard hazardous materials(HM) are properly managed (see section 4-8 of this instruction).

(4) Ensure that all MSC vessels receive Non-Convention IOPP Certificates documenting compliance with international pollution prevention agreements.

18 June 1998

c. Functional Directors

(1) The Director, Maritime Forces and Manpower Management (N1) shall coordinate the development of an Environmental Awareness Training Program for all MSC personnel both ashore and afloat as required by references (a) and (c) and in accordance with the provisions of Section 4-1 herein. Required training may be obtained from the following sources:

- (a) Environmental - Command Assistance Team (E-CAT),
- (b) Afloat Personnel Management Center (APMC), or
- (c) commercial sources.

(2) The Office of Counsel (N2) shall review all matters for legal sufficiency and shall provide such other support as COMSC's Special Assistant for Environmental Programs (N00EP) may from time to time require.

(3) Program Managers shall ensure that all operations are planned and scheduled to minimize or eliminate any known environmental impact on marine life, and provide such support as N00EP may from time to time require.

(4) The Logistics Director (N4) shall be COMSC's primary point of contact on all issues related to the acquisition, storage, transfer, and disposal of hazardous materials. N4 shall also provide such other support as N00EP may from time to time require.

(5) The Engineering Director (N7) shall:

- (a) Provide technical input to environmental matters affecting the construction or maintenance of MSC vessels.

- (b) Ensure that all MSC vessels are inspected for environmental compliance through the Shipboard Material Assessment and Readiness Testing (SMART) Program.

(6) The Comptroller (N8) shall ensure that appropriate levels of funding are provided to Program Managers and functional directorates to address EP Program requirements.

18 June 1998

(7) The Director of Plans, Policy, Programs and Congressional Affairs (N9) shall assist N00EP and N2 with: the research and drafting of legislative solutions to MSC EP regulatory problems which cannot otherwise be resolved without legislative relief; information regarding federal, state, and local environmental legislative activities; and to provide such other support as N00EP may from time to time require.

(8) The Director of Contract and Business Management (N10) shall ensure that policy in chartering agreements and other transportation contracts (and the requests for proposal giving rise thereto) adequately addresses EP Program requirements. N10 shall also provide such other support as N00EP may from time to time require.

d. The Command Inspector General is responsible for determining the status of COMSC Environmental Protection Program compliance efforts ashore and afloat.

2-2 Area Commands

Area Commanders shall:

a. Provide assistance to N00EP and the Program Managers in environmental matters.

b. Ensure that all operations are planned and scheduled to minimize or eliminate any known environmental impact on marine life, and provide such support as N00EP may from time to time.

c. Ensure implementation of the policies prescribed or referenced in this instruction by assisting the Program Managers, N00EP and N7, as appropriate.

d. Designate an Area Command point of contact that will support planning, coordination and implementation of COMSC Environmental Policy.

e. Ensure monitoring of EP requirements during command inspections and quality assurance evaluations.

f. Assist COMSC by being an advocate for MSC's EP efforts, providing information to all MSC customers, both internal and external, concerning efforts to achieve the goals and objectives of MSC's EP Program.

18 June 1998

2-3 Afloat Personnel Management Center (APMC)

Division Heads shall ensure that personnel receive required EP training in accordance with Table 4-1, prior to reporting aboard ship and within 90 days of employment for ashore personnel.

2-4 Vessels

The Master shall:

- a. Ensure that all crewmembers are familiar with and adhere to the policies prescribed or referenced in this instruction.
- b. Communicate to the appropriate APMC Division Head:
 - (1) Any need for new environmental training elements,
 - (2) Recommendations for improvement of training courses.
- c. Maintain a copy of this instruction.
- d. Designate a crewmember to serve as the ship's EP Coordinator.
- e. Maintain communication with Program Managers regarding environmental compliance issues. Relay information concerning inspections, notices of violation or USCG 835s to ensure that shore staff is aware of current environmental compliance issues. Report conditions or system/equipment failures that prevent compliance with environmental requirements.
- f. Complete an annual evaluation of shipboard environmental compliance, using the self-evaluation checklist in Appendix A.
- g. Initiate education programs to inform all personnel of the adverse effects of marine pollution. Raising awareness improves compliance.
- h. Coordinate with the Team Leader, Environmental Command Action Team if assistance is desired to ensure that all environmental requirements are met per this instruction.
- i. Provide feedback to Program Managers and N00EP on significant environmental issues which may impact organizational policy.

COMSCINST 5090.1B

18 June 1998

- j. Report OHS spills in accordance with Chapter 5 of this instruction.
- k. Maintain an OHS spill response kit in accordance with Appendix B.

18 June 1998

CHAPTER 3

COMPLIANCE

3-1 In General

a. The Chief of Naval Operations has committed the Navy to strict compliance with all applicable environmental requirements and the establishment of goals that "go well beyond compliance with existing standards." MSC's EP Program is designed to ensure compliance with the federal, state and local laws and regulations promulgated to protect the environment and natural resources of the United States, as well as international environmental laws and other agreements. MSC operations are also affected by the requirements imposed by Executive Orders, DOD directives and Navy instructions.

(1) Accordingly, all MSC commands and MSC vessels will strive to meet the letter and spirit of applicable environmental laws and regulations including those of the port state and local governmental unit.

(2) MSC personnel shall immediately report all violations of EP requirements to the command responsible for such violation. If the identity of the responsible command is not known, the reporting individual should report the violation to the MSC Duty Officer. If reprisal is of concern to the reporting individual, reports may be submitted to the Navy Hotline (800) 522-3451.

(3) Within the United States, MSC vessels shall be made available for inspection by environmental officials provided the inspector demonstrates a legitimate basis for requesting access, and subject to the requirements to protect national security information. Legal counsel should be consulted if there is any question on the applicability to MSC vessels of the law or regulation under which access is sought.

(4) Environmental officials of foreign countries do not have the authority to inspect MSC vessels. Requests for such inspections shall be refused. Notification of such requests shall be forwarded to the U. S. Embassy, to MSC Headquarters and the chain of command.

b. All vessel chartering contracts shall require the Masters, owners and operators of vessels chartered to MSC to comply with all applicable foreign, federal, state and local EP laws, regulations and ordinances; including, but not limited to, pollution prevention, cleanup and reporting requirements.

18 June 1998

c. Both the owners and operators of vessels chartered to MSC (for operations in U. S. waters) shall provide sufficient evidence of financial responsibility to cover potential liabilities arising out of oil and/or hazardous substance spills; including, but not limited to, the costs associated with spill clean-up and environmental restoration, as determined by the charter agreement.

3-2 Compliance Afloat

Policies related to vessel compliance with applicable environmental laws and regulations are detailed in Chapter 19 of reference (a). Where U. S. Coast Guard regulations and specifications are clearly applicable, those requirements shall take precedence. Tables 3-1 and 3-2 summarize applicable pollution discharge restrictions for use by MSC vessels. MSC commands shall ensure that applicable requirements are met through annual afloat environmental compliance inspections. An Afloat Environmental Programs Self-Audit Checklist is provided in Appendix A.

3-3 Foreign Jurisdictions

MSC vessels and chartered vessels shall meet environmental standards imposed by host countries whenever possible. Guidance on environmental compliance overseas is contained in the Overseas Environmental Baseline Guidance Document and Final Governing Standards available from the Regional Environmental Coordinators/Navy On-Scene Coordinators (RECs/NOSCs). MSC's Vessel Response Plan provides points of contact for all RECs/NOSCs.

TABLE 3-1
SUMMARY OF POLLUTION CONTROL DISCHARGE RESTRICTIONS
(Sewage, Graywater and Oily Waste)

Area	Sewage(1)	Graywater (1)	Oily Waste (2)
U. S. Internal Waters and Territorial Seas (0-3 nm)	No discharge of raw sewage (from CHT). Discharge of MSD-treated effluent allowed..	If capable of collecting and treating graywater through MSD, do so. Otherwise, discharge allowed. (3)	No sheen allowed. Discharge must be through OWS and OCM and contain less than 15 ppm of oil. (4)
U.S. Contiguous Zone (3-12 nm)	Discharge allowed.	Discharge allowed.	Same as 0-3 nm.
12-25 nm	Discharge allowed.	Discharge allowed..	Discharge must be through OWS and OCM and contain less than 15 ppm of oil. 100 ppm is acceptable on pre-1993 ships until 1998.
25 - 50 nm	Discharge allowed.	Discharge allowed.	Same as 12-25 nm.
> 50 nm	Discharge allowed.	Discharge allowed.	Discharge must be through OWS and OCM and contain less than 15 ppm of oil. 100 ppm is acceptable on pre-1993 ships until 1998. Discharge of cargo wastes allowed if ship is enroute and discharging less than 30 liters of oil per nm..
MARPOL "Special Areas" (5)	Not applicable.	Not applicable	No discharge if practicable. If not practicable, discharge must be through OWS and OCM and be as far from shore as practicable.
Foreign Countries (0-12 nm)	Discharge of MSD-treated effluent allowed. See also Visit Request of LOGREG. (3)	If capable of collecting and treating graywater through MSD, do so. Otherwise, discharge allowed. See also Visit Request or LOGREQ. (3)	Discharge must be through OWS and OCM and contain less than 15 ppm of oil. See also Visit Clearance or LOGREQ. (3)
Comments	Exemption allowed (direct discharge) to ensure safety of ship or those onboard. (3).	Contact local port authorities for local discharge guidelines. In the event the local port authorities suggests the ship may not discharge graywater, coordinate the issue with local MSC legal counsel.	State/local rules may vary; check with port authorities. Exemption allowed to ensure safety of ship or those onboard. Ships must log discharges of oily wastes.

Notes:

- 1) Governing regulations include 33 CFR 159.
- 2) Governing regulations include MARPOL Annex I, 33 CFR 155.
- 3) Requirement imposed by COMSC policy.
- 4) If operating properly, OWS discharge will typically be less than 15 ppm.
- 5) Special Areas where these restrictions currently apply: Mediterranean Sea, Baltic Sea, Black Sea and Antarctic Ocean.

MSD: Marine Sanitation Device (Type I or II)
 CHT: Collecting and Holding Tank (Type III MSD)
 OWS: Oil-Water Separator
 OCM: Oil Content Monitor

18 June 1998

TABLE 3-2
SUMMARY OF POLLUTION CONTROL DISCHARGE RESTRICTIONS (Garbage)

Area	Garbage (<i>plastics</i>) (1)	Garbage (<i>non-plastic</i>) (1)
U. S. Internal Waters and Territorial Seas (0-3 nm)	No discharge.	No discharge.
U. S. Contiguous Zone (3-12 nm)	No discharge.	No discharge of floating packaging materials. Discharge of ground paper, glass, metal and food wastes are allowed.
12 - 25 nm	No discharge.	No discharge of floating packaging materials. Discharge of ground paper, glass, metal and food wastes are allowed.
25-50 nm	No discharge.	Discharge of floating packaging materials, paper, glass metal and food wastes are allowed.
> 50 nm	No discharge.	Discharge of floating packaging materials, paper, glass metal and food wastes are allowed.
MARPOL " <i>Special Areas</i> " (2)	No discharge.	No discharge of floating packaging materials, paper, glass or metal. Discharge of food wastes are allowed beyond 12 nm..
Foreign Countries (0-12 nm)	No discharge.	No discharge of floating packaging materials. Discharge of ground paper, glass, metal and food wastes allowed beyond 3 nm. See also Visit Clearance or LOGREQ. (3)
Comments	Exemptions allowed to ensure safety of ship or those onboard and for discharge of wastes resulting from damage to the ship. Waste management plans and trash discharge logs required. There are additional restrictions on shore disposal of foreign food wastes. Care should be taken to eliminate floating non-plastic garbage. Retain surplus material for shore disposal. (3)	

Notes:

- 1) Governing regulations include MARPOL Annex V and 33 CFR 151.
- 2) Special Areas where these restrictions currently apply: Baltic Sea, North Sea and Antarctic Ocean.
- 3) Requirements imposed by COMSC policy.

18 June 1998

CHAPTER 4

POLLUTION PREVENTION

4-1 Environmental Awareness Training Policy

All MSC employees shall receive general and command-specific environmental awareness training commensurate with the employee's position in the command to ensure that they fully understand the EP responsibilities of the Navy and MSC, as well as their roles in the proper execution of those responsibilities. Training requirements are summarized in Table 4-1. In Table 4-1, under the column heading "Target Audience," the phrase "All Hands" refers to both shore side as well as afloat personnel. Training will include an overview of:

- a. The Navy's Environmental and Natural Resources Program and Policy as detailed in reference (a).
- b. MSC Environmental Programs as detailed in this instruction.
- c. The role of the individual in achieving compliance with these directives.
- d. Pollution prevention measures and recycling programs.
- e. The consequences of non-compliance.

4-2 Environmental Quality Management Board (E-QMB)

a. Purpose. The purpose of the E-QMB is to promote uniformity and consistency in the application of EP policy at MSC.

b. Goals. The goals of the E-QMB are three-fold:

- (1) To assist MSC ship masters, Area Commanders, Program Managers and Functional Directors in coping with the myriad changes in EP regulation.
- (2) To share information, experience and expertise concerning EP policy and regulatory compliance at MSC.
- (3) To review and recommend necessary changes to the organizational structure and business practices MSC employs to accomplish its EP mission.

18 June 1998

c. Membership

(1) The E-QMB will be composed of the following members:

Chairman	N01
Special Assistant for Environmental Programs	N00EP
Inspector General	N00I
Head, Manning & Training	N13
Deputy Counsel	N20E
Deputy Director, Operations & Plans	N3/5X
Director, Logistics	N4
Director, Engineering	N7
Director, Congressional & Legislative Affairs	N93
NFAF Program Operations Officer	PM1D
SMS Program Manager	PM2
Prepositioning Program Manager	PM3
Ships Introduction Program Manager	PM4
Sealift Program, Tanker Project Manager	PM51

(2) Chairman. The Deputy Commander, MSC (N01) will serve as the permanent Chairman of the E-QMB and as the Board's link to the command's Executive Steering Committee.

d. Meetings. The E-QMB will meet at the call of the Chairman, but in no case less than once in each 3 calendar months. N00EP shall submit to each member of the board, at least 4 weeks prior to the meeting, a proposed agenda for the upcoming meeting, and a final agenda at least 5 business days prior to the meeting.

e. Reporting. N00EP will provide to the members and COMSC the final minutes of each meeting no later than 5 business days thereafter. In addition to reporting the minutes of each meeting to COMSC within 5 business days, N00EP will annually report to COMSC by Command Briefing the goals, findings and recommendations of the E-QMB during the preceding fiscal year.

f. E-CAT. An Environmental Command Assistance Team (E-CAT) shall be chartered by the E-QMB on a continuous basis for periods of 1 year to facilitate the execution of MSC EP Program. The composition of the E-CAT shall be determined by the E-QMB. The goals of the E-CAT are as follows:

- (1) Assess command compliance with MSC EP Program.
- (2) Provide shipboard training assistance as requested by vessel master.
- (3) Identify the need for changes in MSC EP Program.

18 June 1998

(4) Promote the dissemination of MSC EP policies and instructions.

g. Process Action Teams. Process Action Teams will be established periodically to address areas of special concern to the E-QMB and to recommend to the board specific courses of action for approval.

4-3 Oil Transfer and Cargo Slops Disposal Procedures

a. Every MSC vessel shall develop written procedures with clearly defined responsibilities for oil transfer operations. These procedures shall designate a Person In Charge and include procedures for topping off tanks, communication between persons conducting transfer operations, emergency shut-down procedures, spill notification procedures and cargo slops disposal procedures. For guidance on the development of these procedures, please refer to:

(1) 46 CFR 35.35 Cargo Handling

(2) 33 CFR 151.10 Control of Discharge of Oil.

(3) Model Oil Transfer Procedures in reference (e).

b. At no time shall MSC vessels get underway for the sole purpose of discharging oily waste at sea.

c. Program Managers will assist vessels in the development of suitable procedures.

4-4 Shipboard Maintenance Program

The MSC Engineering Director (N7) is responsible for policies governing the maintenance, repair, alteration and modification of all machinery aboard MSC ships, including pollution prevention equipment.

4-5 Air Pollution Policy

a. MSC vessels shall comply with state and local regulations limiting the opacity of smoke during normal operation of the boilers and special periods, such as lighting off, securing, baking out or testing. When in port, MSC vessels shall minimize operation of boilers and diesel engines by using shore services whenever operational requirements permit.

b. Policies for management of ozone depleting substances are in reference (d).

18 June 1998

4-6 Solid Waste Management Policy

The following is a summary of elements of the Solid Waste Management Program. Details of the program can be found in reference (c).

a. Plastics. Discharge of plastic waste at sea is prohibited. MSC ships shall minimize the volume of plastic material taken to sea that may become waste while at sea. Wherever possible, replace plastic disposable items with non-plastic items. Remove plastic wrapping and shipping materials from supply items before bringing onboard. Plastic waste shall be retained onboard and discharged ashore.

b. Medical Waste. Infectious medical waste (including needles, syringes, scalpels and other "sharps") shall be steam sterilized, suitably packaged and stored for disposal ashore. Overboard discharge of other infectious medical waste is only authorized when retention of the waste would endanger the health and safety of personnel onboard, create an unacceptable nuisance condition or compromise mission readiness. Such discharge shall be recorded in the Deck Log.

4-7 Recycling Policy

a. MSC shore activities shall participate in the host activity's Solid Waste Management Plan and Qualified Recycling Program. Materials that cannot be replaced by non-polluting alternatives should be recycled. These are organized operations to divert or recover scrap or waste from waste streams, as well as efforts to identify, segregate and maintain the integrity of the recyclable materials in order to maintain or enhance their marketability.

b. All MSC vessels shall cooperate with shore facilities recycling programs to the maximum extent practicable

4-8 Hazardous Waste (HW) and Hazardous Materials (HM) Control and Management Policy

a. The Supply Department Head is designated the HM Coordinator aboard ships. For ships without Supply Officers, the Chief Mate is the designated HM Coordinator.

b. Reference (o) provides policy, guidance and requirements for life-cycle control of hazardous materials acquired and used by MSC.

18 June 1998

c. Used or excess HM/HW shall not be discharged at sea. Ships shall transfer used or excess HM to shore facilities who will determine if the shipboard HM is usable, reusable or should be disposed of as HW, in accordance with international, federal and state laws.

d. Policies for management of HM/HW generated during shipyard availabilities are provided in reference (p).

4-9 Waste Oil and Oily Waste Management Policy

a. Waste Oil. Oil whose characteristics have changed markedly since being originally refined and has become unsuitable for further use, and is not considered economically recyclable. The disposal of waste oil at sea is strictly prohibited. MSC vessels shall retain all collected waste oil aboard and use available shore facilities, including the MSC Worldwide Oil Contract, for disposal.

b. Oily Waste. Oil mixed with water or other fluids such that the mixture is no longer useful. The oil content of the discharged water must not exceed the quantity or instantaneous rate permitted under the present international conventions (as implemented by 33 CFR 151.10). Currently, the quantity is 15 parts of oil per million parts of water.

c. All MSC vessels and chartered vessels shall be equipped with USCG-certified Oily Water Separators and Oil Content Monitors. Oil pollution prevention equipment shall be maintained in proper working order to minimize any impact to the marine environment.

4-10 Used Oil Management Policy

a. MSC maintains worldwide procurement contracts with organizations that supply, analyze and dispose of lubricating oils. These contracts shall be utilized to the maximum extent possible. Additional information about waste oil management can be found in reference (p), and the vessel's Engineering Operations and Maintenance Manual.

b. Used lube oils shall be collected, separately stored and labeled for shore reclamation. Lube oils shall not be discharged into the bilge or oily water holding tanks or waste oil tanks.

4-11 Ballast Water Management Policy

MSC vessels will manage ballast water in accordance with the existing Navy policy, as stated in reference (a). A summary of the guidance is as follows:

18 June 1998

a. Waters are considered to be potentially polluted in harbors, rivers, inlets, bays, landlocked waters and the open sea within 12 miles from shore. Other areas may be declared polluted by naval authorities.

b. If it is necessary to load ballast water in a potentially polluted area, such ballast water shall be offloaded outside of 12 miles from shore and clean sea water taken on and discharged two times prior to entry within 12 miles from shore. This exchange shall be accomplished even though the ballast water may have been unloaded prior to exiting polluted waters.

c. Loading of ballast water in potentially polluted areas and flushing of ballast tanks shall be entered into the ship's deck/cargo log. The entry shall include the geographical position and the amount of ballast water taken on.

d. Anchors, chains and appendages shall be routinely washed down with sea water when being retrieved to prevent onboard collection of sediment, mud, and silt. Following anchor retrieval, chain lockers shall also be washed down outside of 12 miles from land to flush out sediment, mud and silt.

4-12 Blackwater/Graywater Management Policy

a. The term "blackwater" refers to untreated sewage. The term "graywater" includes a variety of waste streams including discharge from sinks, showers and habitability area deck drains.

b. MSC vessels and chartered vessels engaged in U. S. operations shall comply with U. S. Coast Guard regulations governing the discharge of sewage. Readers should refer to specific U. S. Coast Guard regulations for the most recent and accurate information on the requirements.

c. All new MSC vessels shall be equipped with Type II Marine Sanitation Devices (MSDs). Type I MSDs may be retained if the vessel was constructed prior to 1 Apr 79. Vessels with properly operating Type III MSDs may retain them.

d. MSDs shall be maintained in proper working order to minimize any impact to the marine environment.

e. All MSC vessels that are capable of collecting and retaining graywater shall do so when operating within 3 nm of land.

18 June 1998

4-13 Marine Mammal Protection Policy

a. Marine mammals are protected under the Marine Mammal Protection Act of 1972 from harassment, hunting, capture and killing. No MSC vessel shall deliberately harass a marine mammal. Protection of these animals shall be taken into account during operations and planning. MSC vessels shall observe all protective measures (such as speed limits and traffic restrictions) established by naval facilities or other authorities for the protection of marine mammals.

b. Whale Strikes. MSC vessels shall report whale strikes or other incidents involving marine mammals per instructions developed by the cognizant fleet CINC.

c. Northern Right Whale. These are the most endangered whales in the world. MSC vessels are prohibited from approaching within 500 yards of a northern right whale wherever sighted, and must steer slowly away when one is sighted. Emergency situations and vessels restricted in their ability to maneuver are exempted. The waters off the coasts of northern Florida and Georgia are used as a wintering ground (from December through March) and calving area, and have been designated as critical habitat by the National Marine Fisheries Service. MSC vessels shall exercise extra care in these waters to avoid disturbing the whales.

4-14 Noise Policy

To the maximum extent possible, the use of powered tools, machinery, outboard loudspeakers or any other devices that emit excessive noise shall be restricted to normal daylight working hours.

**TABLE 4-1
AFLOAT EP TRAINING REQUIREMENTS**

SUBJECT	TRAINING SOURCE	TRAINING REFERENCE	FREQUENCY	TARGET AUDIENCE
1. MSC ENVIRONMENTAL PROTECTION PROGRAMS AND POLICY				
MSC/Navy environmental and natural resources initiatives and MSC commitment to Environmental Protection	MSC EP Course	OPNAVINST 5090.1B 24-5.2,4	Prior to reporting aboard and Annual Refresher	All Hands
Overview of environmental laws and regulations	MSC EP Course	OPNAVINST 5090.1B 24-5.4	Prior to reporting aboard and Annual Refresher	All Hands
Consequences of failure to comply with environmental laws and regulations	MSC EP Course	OPNAVINST 5090.1B 24-5.1	Prior to reporting aboard and Annual Refresher	All Hands
Reporting Non-Compliance with environmental laws	MSC EP Course		Prior to reporting aboard and Annual Refresher	All Hands
2. SHIP GENERATED WASTES AND POLLUTANTS				
Garbage/Plastics Management and Discharge Restrictions	MSC EP Course	OPNAVINST 5090.1B 19-7.4 OPNAVINST 5090.1B 24-5.5	Prior to reporting aboard and Annual Refresher	All Hands
Sewage: - Disposal and Transfer Procedures - Overview	On-the-job training (OJT) MSC EP Course	OPNAVINST 5090.1B 19-3.5	Prior to being assigned to operate or maintain sewage disposal/transfer equipment Prior to reporting aboard	Personnel operating or maintaining sewage disposal and/or transfer equipment All Hands
Medical Waste: - Overview - Processing and Disposal	MSC EP Course Professional Training	OPNAVINST 5090.1B 19-8.4	Prior to reporting aboard	All Hands Persons responsible for handling
Waste Management Plan	MSC EP Course		Prior to reporting aboard	All Hands
Oil and Oily Wastes: - Overview - Transfer of Oil/Oily Wastes - Operation and Maintenance of Transfer Equipment including OWS and OCM	MSC EP Course TBD OJT	46 CFR Part 13 OPNAVINST 5090.1B 19-5.6	Prior to reporting aboard and Annual Refresher TBD Prior to being assigned to operate/maintain equipment	All Hands Personnel responsible for transfer Personnel operating or maintaining transfer equipment
3. HAZARDOUS MATERIALS				
Hazardous Communication (HAZCOM)	MSC HazMat Course	29 CFR 1900.1200 OPNAVINST 5100.19C	Prior to reporting aboard and at least every 3 years	All Hands
General awareness/familiarization	MSC HazMat Course	46 CFR 172.704 OPNAVINST 5100.19C	Prior to reporting aboard and at least every 3 years	All Hands
HazMat Emergency Response	MSC HazMat Course	46 CFR 172.704 OPNAVINST 5090.1B 24-5.5	Prior to reporting aboard and at least every 3 years	All Hands

TABLE 4-1 (Cont'd)
AFLOAT EP TRAINING REQUIREMENTS

SUBJECT	TRAINING SOURCE	TRAINING REFERENCE	FREQUENCY	TARGET AUDIENCE
4. OIL SPILL RESPONSE READINESS				
Spill Contingency Plan development and execution	MSC EP Course	OPNAVINST 5090.1B 24-5.5	Prior to reporting aboard and Annual Refresher	All Hands
Onboard emergency procedures	OJT/Shipboard drill		Monthly	All Hands
Equipment deployment	OJT/Shipboard drills		Annually	All Hands
Procedures to prevent or mitigate discharge of oil from operations or casualties	OJT/Shipboard drills	33 CFR Part 155	TBD	All Hands
Overview of Notification Procedures and Requirements	MSC EP Course and Shipboard drills	33 CFR Part 155	TBD	All Hands
NOSC/QI and Navy response organization; Unified Command Organization; USCG COTP Zones and National Response Center; Notification requirements	Annual drills and other TBD	33 CFR Part 155	TBD	Licensed Officers
5. AIR POLLUTION/OZONE DEPLETING SUBSTANCES				
General Awareness	MSC EP Course	OPNAVINST 5090.1B 24-5.5	Prior to reporting aboard and Annual Refresher	All Hands
Air Conditioning and Refrigeration maintenance and repair	Commercial Source	40 CFR Part 82 OPNAVINST 5090.1B 19-4.2.3		Licensed Engineers AC&R Technicians
Air Pollution minimization	OJT	OPNAVINST 5090.1B 19-4.2.3	Prior to being assigned such duties	Personnel whose duties may result in air pollution
6. OTHER REQUIREMENTS				
Endangered species and marine mammal protection	MSC EP Course	OPNAVINST 5090.1B 24-5.5	Prior to reporting aboard and Annual Refresher	All Hands
Ballast Water Management/Invasive Species	MSC EP Course		Prior to reporting aboard and Annual Refresher	All Hands
Shipboard EP Coordinator	USN Afloat EP Coordinator Course (A-4J-0021)		Prior to assignment as shipboard EP Coordinator	

18 June 1998

CHAPTER 5

RESPONSE READINESS

5-1 Policy

To maintain oil spill response readiness at a high level, MSC shall participate in National Preparedness for Response Exercise Program (PREP) exercises at every opportunity. Participation will be accomplished under the guidance of N00EP. Reference (e) provides specific guidance and most current information. The following is a summary of the elements of reference (e)

5-2 Shipboard Drills

MSC tank vessels shall observe the following drill program to ensure that personnel are prepared to respond to all oil and hazardous substance spills. The drill program is consistent with the PREP guidelines.

a. Emergency Procedures Drill. Every month, each tank vessel shall review one of the Emergency Procedures checklists provided in reference (e). The duties of each individual should be discussed, and the checklist modified as necessary to reflect the organization and capabilities of the particular ship. At the discretion of the Master, a particular emergency scenario may be repeated as necessary. Drills may include deployment of elements of the Spill Kit.

b. Qualified Individual/NOSC Notification Drill. The purpose of the notification drill is to ensure that the designated person can be contacted in a spill response emergency to carry out his/her assigned duties. Contact by telephone, radio, message-pager or facsimile must be made with the applicable Navy On-Scene Coordinator (NOSC) and confirmation must be received to satisfy the requirements of the exercise. This drill can be part of the monthly Emergency Procedures Drill. At least once a year, the notification drill should be conducted during non-business hours. See MSC's Vessel Response Plan for a list of contact numbers for NOSC's.

c. Unannounced Drill. Annually, MSC shall conduct an unannounced Emergency Procedures Drill. This shall consist of requiring the vessel to follow the notification and response procedures described in reference (e).

d. Documentation (i.e., log entry) of all shipboard drills shall be maintained aboard the vessel.

18 June 1998

5-3 Exercises

MSC tank vessels participate in the PREP. This program has been established to help participants meet the spill response preparedness requirements of reference (k).

a. Tabletop Exercise. The PREP guidelines require the Spill Management Team to conduct a Tabletop Exercise annually. MSC personnel with spill response management responsibilities shall avail themselves of the training opportunities offered by attendance at regularly scheduled NOSC training courses. Each NOSC training course generally includes a Tabletop Exercise that meets the objectives of the PREP guidelines. The exercises test MSC's interaction with the response community. This includes actual contact and coordination with the NOSC, U. S. Coast Guard Captains of the Port (COTP) and involvement with local/state environmental groups.

b. Area Exercise. The purpose of this exercise is to determine how effectively the various response organizations can coordinate their activities in a response to a major spill. Selected plans are tested along with the Area Contingency Plan. The exercise scenario is determined by the organization leading the exercise and lasts from 8 to 12 hours. The exercise is then evaluated by a joint government/industry team and lessons learned are disseminated nationwide through the National Response System. NOSC's coordinate Navy participation in Area Exercises. MSC vessels may be required to participate in exercises requiring a ship spill scenario.

c. Unannounced Drills (USCG-initiated). The USCG may randomly select a response plan and call an unannounced drill on a vessel. These drills are limited to 4 hours in duration, and test the ability of the vessel to respond to the average most probable discharge scenario (a spill of 50 barrels during transfer operations). If a vessel is selected for participation in one of these drills, the vessel does not have to participate in another drill of this type for 36 months. When completed, credit is granted for an Unannounced Drill, a QI Notification Drill and an Equipment Deployment Drill. If the U. S. Coast Guard requests MSC to participate in an announced drill, members of the MSC Response Team and NOSC shall participate to the extent required by the COTP.

d. Documentation related to participation in Area Exercises shall be maintained at MSC Headquarters (N00EP) for a period of 3 years.

e. PREP schedules. SUPSALV develops PREP exercise schedules involving Navy participation indicating which areas/NOSC's are selected, and whether the Navy will be involved as the lead agency or as a participant. The schedule for a given year is generally available in the fall of the preceding year. MSC commands may obtain copies of current schedules from MSC Headquarters, Washington, DC.

Table 5-1

MSC DRILL GUIDELINES

	QI (NOSC) Notification (Conducted as Part of all Other Drills)	Onboard Emergency Procedures	Spill Management Team Tabletop Drill	Equipment Deployment
Participating Elements	Vessel Personnel, NOSC	Vessel Personnel	Spill Management Team (SMT)	SUPSALV
Initiating Authority	Master	Master	E-CAT, Individual FICs and NOSCs	SUPSALV
Frequency	Monthly	Monthly, if operating conditions permit.	Annually	Annually. Equipment deployment drills are conducted by SUPSALV.
Certification	Self	Self	Self	SUPSALV
Evaluation	Self	Self	Self	SUPSALV
Credit	<p>1) Credit for an actual spill response.</p> <p>2) Credit if conducting routine business or in conjunction with other drills, provided that the objectives of the drill are met and documented.</p>	<p>1) Credit for an actual spill response.</p> <p>2) Credit if conducted in conjunction with other drills, provided that the objectives of the drill are met and documented.</p>	<p>1) Credit for an actual spill response.</p> <p>2) Credit if conducted in conjunction with other drills, provided that the objectives of the drill are met and documented.</p>	<p>1) Credit for an actual spill response.</p> <p>2) Credit if conducted in conjunction with other drills, provided that the objectives of the drill are met and documented. Equipment deployed for other drills may be credited cumulatively (i.e., if 600' of boom is deployed at one drill, and the additional 400' required is deployed at another drill).</p>
	The drills may be conducted separately, or may be combined to satisfy drill requirements.			
Records	Retain for 3 years. Drills conducted onboard vessels documented as logbook entry in Vessel Logbook.			

18 June 1998

5-4 Contingency Planning

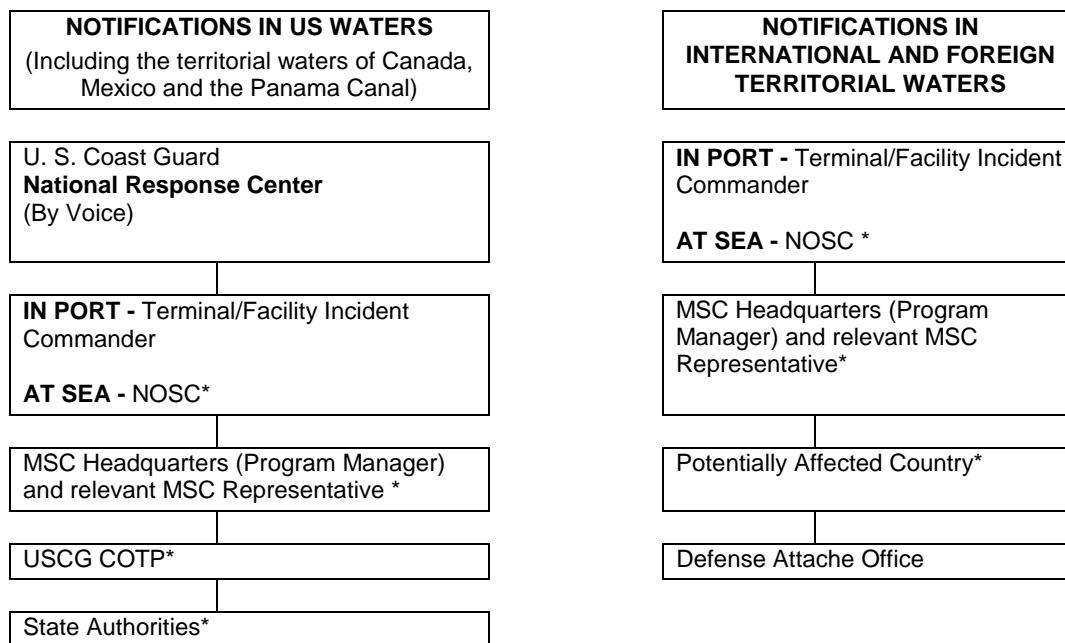
Spill contingency planning requirements for tank vessels are addressed in the SOHSCP provided to each ship. The plan contains procedures for reporting, containment, control, recovery and disposal of spills; information on protective clothing, spill clean-up materials, sources for information on oil and hazardous substances and telephone numbers of Fleet and shoreside NOSC's.

a. MSC relies on the OHS spill response organization established by the Navy.

b. Vessels under time or voyage charters to MSC are NOT public vessels and are required to comply with all international, federal, and state pollution prevention and control regulations, and shall observe their respective vessel response plans in the event of OHS incidents. Response to any OHS incident from these vessels is the vessel owner's or operator's responsibility, as defined in the charter agreement for the vessel.

5-5 Spill Reporting Procedures (Reproduced from reference (e))

OHS SPILL NOTIFICATION CHART



*See Appendix B of the Shipboard Oil and Hazardous Substances Contingency Plan (SOHSCP) for contact lists.

18 June 1998

a. Masters of MSC ships shall immediately report any Oil or Hazardous Substance (OHS) discharge or threat of discharge from any source impacting U. S. waters (including Alaska, Hawaii, Puerto Rico and the U. S. Virgin Islands) as well as the territorial waters of Canada, Mexico and the Panama Canal by UNIT SITREP and voice communications to the Duty Officer, National Response Center (NRC) at 800-424-8802 or 202-267-2675. This includes reporting spills observed from other vessels.

b. Additionally, all spills or threat of spills in U. S. waters shall be reported immediately by voice communications to the following parties:

- the terminal/port authority/Facility Incident Commander (in port),
- the Navy On Scene Coordinator (at sea),
- the applicable MSC command/office/representative and
- the Captain of the Port (COTP) (in U. S. waters) as listed in SOHSCP.

c. The voice communication report will be followed by a confirming OHS spill report by message properly formatted for Oil (OPNAV 5090-2) or Hazardous Substance (OPNAV 5090-3) (report formats are provided in reference (e)).

d. For spills in international or foreign territorial waters, the Master is required to report the incident without delay, to the nearest country that may be affected. Additionally, the appropriate U. S. Defense Attache Officer (USDAO) will be notified by message.

e. A spill report must be made by the ship whenever an incident involves:

(1) A discharge, or potential discharge, resulting from damage to the ship or its equipment, or for the purpose of securing the safety of the ship or saving life at sea; or

(2) A discharge in excess of the quantity or instantaneous rate permitted under the present conventions (33 CFR 151.10 Oily water separator discharge must not exceed 15 ppm).

f. The requirement to report applies even when no actual spill has occurred, but there is a probability that one could. Probable discharge reports should, for example, be made in cases of:

(1) Damage, failure or breakdown that affects the safety of the ship, such as a collision, grounding, fire, explosion or structural failure; or

(2) Failure or breakdown of machinery or equipment that results in impairment of safe navigation, such as failure or breakdown of steering gear, propulsion plant or electrical generating systems.

18 June 1998

g. Special Incident Reports. Environmentally catastrophic spills (worldwide) that may result in significant media interest or geopolitical implications shall be reported immediately to the cognizant NOSC by voice communication and confirmed via message using the OPREP-3 format which provides immediate notification of the event to the highest levels of military command authorities. (See Appendix A-Notification List.)

(1) Voice Reports. The initial voice report shall be assigned **FLASH** precedence and shall be submitted no later than 5 minutes after knowledge of the incident. Ships at sea should report via the most rapid means available including the appropriate FLTSEVOCOM if so equipped. The voice report shall be followed within 20 minutes of the incident by an initial **IMMEDIATE** (for NAVY BLUE) or **FLASH** (for PINNACLE) record message. All follow-up amplifying voice and record messages will normally be **IMMEDIATE** or lower precedence. The message should provide a clear idea of the problem and actions taken. For example:

RMKS/APPROXIMATELY 15,000 GALLONS DFM SPILLED INTO RIVER FROM
USNS NEVERSPILL (T-A0 66) DUE TO OVERFLOW OF SURGE TANK DURING
REFUELING. SPILL MOSTLY CONTAINED WITHIN OIL BOOM. SOME OIL
DRIFTING DOWN RIVER. LARGE SLICK. USING OIL SPILL CONTAINMENT KIT TO
COLLECT OIL ON DECK. USN/USCG OIL SPILL RESPONSE TEAM ENROUTE TO
ASSIST IN CLEANUP. NRC, MSO HAMPTON ROADS, NOSC NOTIFIED.//

(a) MSC ships under the operational control of a FLTCINC will submit the initial voice report to the Fleet Command Center (FCC). Telephone numbers are provided in Appendix C Contact List.

(b) MSC ships not assigned to a FLTCINC will report to the Chief of Naval Operations at the National Command Center (NCC). All vessels chartered through PM5 should also inform U. S. Transportation Command (USTRANSCOM). Telephone numbers are provided in Appendix C - Contact List.

(c) Ships unable to reach either the FCC or the NCC will call the National Military Command Center (NMCC). Telephone numbers are provided in Appendix C - Contact List.

(2) OPREP-3 NAVY BLUE. The OPREP-3 NAVY BLUE will be used to report serious spills which are of high level Navy but not necessarily of wide interest outside the Navy. The report will provide CNO and other naval commanders with immediate notification of incidents of military, political or press interest.

18 June 1998

(3) OPREP-3 PINNACLE. The OPREP-3 PINNACLE report shall be used to report disastrous spills which are of national interest (e.g., the 1989 Prince William Sound spill). This report provides the National Command Authorities and cognizant naval commanders with immediate notification of any incident or event where national (vice high level Navy) interest is indicated.

h. MSC Headquarters and the Area Commanders will receive a copy of all spill reports made by MSC ships. If the report is an OPREP-3 report, indicating a serious spill, the MSC Headquarters Command Duty Officer (CDO) will notify the members of MSC's Environmental Command Assistance Team and the following personnel:

- (1) Commander, Military Sealift Command.
- (2) Fleet Commander (CINCPAC, CINCLANT, CINCUSNAVEUR), as applicable.
- (3) Commander in Chief, USTRANSCOM (for vessels conducting USTRANSCOM business).
- (4) Area Commander, Military Sealift Command.
- (5) USCG National Response Center (for spills in U. S. waters). This is in addition to the notification provided by the vessel.

18 June 1998

APPENDIX A**AFLOAT ENVIRONMENTAL PROGRAMS SELF AUDIT CHECKLIST**

The following checklist was developed to help ships conduct annual self evaluations of their environmental compliance. Ships should perform self evaluations annually and retain records onboard for 3 years.

Indicate by an **X**, the answer to each of the questions below. If a question is not applicable, indicate by **NA** in the **YES** box. Explain any **NO** responses in the space provided at the end of the checklist or on additional sheets. Attach copies of any information that you consider useful in supporting this evaluation.

The applicable references(s) are provided adjacent to the question.

This checklist should be retained for 3 years.

Date of this evaluation _____ Date of last evaluation _____

	YES	NO
General		
1. Have any external inspectors been granted access to the ship for an inspection related to environmental issues since the last MRE/INSURV inspection? If yes, have reports or correspondence relating to the inspection/survey been retained? External inspectors include representatives from Customs, U. S. Coast Guard, American Bureau of Shipping (ABS), etc. Ref: COMSCINST 5090.1B, 3-1a3		
a. Did the external inspectors in No. 1 present appropriate credentials?		
b. If the inspectors expressed an interest in liquid discharges (other than in MSD or OWS effluent) from the ship, have the port engineer or shoreside staff been informed of that interest?		
c. If a "Notice of Violation," "USCG 835" or other official discrepancy was issued by the inspectors, was the port engineer or shoreside staff notified?		
d. Has the "Notice of Violation," "USCG 835" or other official discrepancy been corrected?		
2. Have requests for environmental inspections by representatives of a foreign country been refused and proper notifications made? Ref: COMSCINST 5090.1B, 3-1a4		
3. Does the ship do a self evaluation annually for environmental compliance with procedures, practices and training? Ref: COMSCINST 5090.1B, 3-2		
a. Was this checklist used to assist in the performance of this evaluation?		
4. When operating in foreign territorial waters or when visiting foreign ports, does the ship abide by environmental provisions contained in port visit clearances and/or in status of forces agreements (SOFA)? Ref: COMSCINST 5090.1B, 3-3		
5. Has the ship's Master assigned a person as the Ship Environmental Protection Coordinator? Ref: COMSCINST 5090.1B, 2-4d		
Pollution Prevention		
1. Have all MSC employee's presently onboard, received general and command-specific environmental awareness training commensurate with the employee's position in the command to ensure that they fully understand the environmental protection responsibilities of MSC, as well as their roles in the proper execution of those responsibilities? Ref: COMSCINST 5090.1B, 4-1		

COMSCINST 5090.1B

18 June 1998

	YES	NO
Sewage		
1. Marine Sanitation Devices (MSDs) Ref: COMSCNOTE 4730 of 3 Dec 92, enclosure (1)		
a. Are signs posted at all toilets and slop tanks warning against introducing disinfecting cleaners, paper towels, grease, solvents, industrial wastes, unapproved cleaning products, etc. into the sewage system?		
b. Are procedures posted for discharging the sewage to a shore facility through a deck connection?		
c. Is the shore connection clearly labeled?		
d. Does MSD space contain warning plaques and operational procedures indicating:		
(1) Spill and leak cleanup procedures?		
(2) Personnel cleanup procedures?		
(3) Prohibition on smoking, drinking and eating in space?		
(4) Procedures for handling and storage of MSD chemicals?		
(5) Schedule for adding chemicals?		
e. Is overboard effluent collected for testing?		
f. Have there been any complaints about the systems operation? If yes have port engineers or other shore personnel been notified of the problems?		
g. Are instructions posted regarding the proper operation of the MSD within 3 nm of shore? Ref: 33 USC 1322		
2. For ships with Collection, Holding and Transfer (CHT) systems Ref: COMSCNOTE 4730 of 3 Dec 92, enclosure (2)		
a. Are signs posted at all toilets and slop tanks warning against introducing disinfecting cleaners, paper towels, grease, solvents, industrial wastes, unapproved cleaning products, etc. into the sewage system?		
b. Are procedures posted for discharging the sewage to a shore facility through a deck connection?		
c. Is the shore connection clearly labeled?		
d. Are all valves and piping stenciled to identify service and direction of flow?		
e. Does CHT space contain warning plaques and operational procedures indicating:		
(1) Presence of toxic or flammable fumes in the tank?		
(2) Spill and leak cleanup procedures?		
(3) Personnel cleanup procedures?		
(4) Prohibition on smoking, drinking and eating in space?		
f. Are instructions posted regarding the proper operation of the CHT within 3 nm of shore? Ref: 33 USC 1322		
Oil Transfer and Cargo Slops Disposal Procedures		
1. Does the ship have written procedures with clearly defined responsibilities for oil transfer operations? Ref: 46 CFR 35.35 Cargo Handling, 33 CFR 151.10 Control of Discharge of Oil		
Air		
1. Is the ship implementing operations and maintenance procedures to prevent stack emissions in violation of State and local regulations? Ref: COMSCINST 5090.1B, 4-5		
a. Specifically does the ship comply with the regulations on smoke opacity during the operation and lighting off, securing, baking out or testing of boilers or the lighting off, securing and testing of internal combustion engines.		
b. In port, does the ship minimize the operation of boilers and diesels engines by using shore-supplied "hotel" services such as steam and electricity?		
2. Does the ship ensure that ODS equipment is in a properly functioning, leak free state? Ref: COMSCINST 5090.3B, 7c1		

18 June 1998

	YES	NO
Air (Cont'd)		
3. Does the ship procure mission critical ODS from the ODS Reserve (Stockpile)? If no, see 3a. Ref: COMSCINST 5090.3B, 7c2		
a. Does the ship obtain an ODS Procurement Approval (Waiver) for the open purchase of ODS? Ref: COMSCINST 5090.3B, 7c2		
4. Are personnel performing maintenance on refrigeration and air conditioning equipment EPA certified? Ref: COMSCINST 5090.3B, 6a6		
5. Does the ship record consumption of ODS? Ref: COMSCINST 5090.3B, 7.c.3		
a. Do records show that the ship is meeting established leakage rates? Ref: COMSCINST 5090.3B, 7c3		
6. Does the ship have a policy of replacing small refrigeration equipment (ice makers, coolers, etc.) when it no longer functions properly? Replacement equipment must use an alternative refrigerant. Ref: COMSCINST 5090.3B, 6b3		
Oil and Oily Waste		
1. Does the ship report the occurrence of a sheen or oil spill in accordance with the MSC Oil Spill Response Plan? Ref: COMSCINST 5090.1B, 5-5		
2. Does the ship have a "Non-convention" International Oil Pollution Prevention (IOPP) certificate? ABS issues this certificate on behalf of the USCG. Ref: COMSCINST 5090.1B, 2-1b4		
3. Does the ship maintain Oil Record Book(s)? Ref: 33 CFR 151.25		
a. Does the Oil Record Book demonstrate that the ship is compliant with oil discharge restrictions? Ref: 33 CFR 151.10 and 33 CFR 157.25		
4. Does the ship conduct "Emergency Procedures Drills" once a quarter? Ref: COMSCINST 5090.1B, 5-2a		
5. Does the ship conduct a "Qualified Individual Notification" drill quarterly (if operating in US waters)? Ref: COMSCINST 5090.1B, 5-2b		
6. Does the ship record when the above drills are held? Ref: COMSCINST 5090.1B, 5-2d		
Used Oil Management Policy		
1. Does the ship collect, separately store, and label, used lube oils for shoreside reclamation? Ref: COMSCINST 5090.1B, 4-10b		
Waste (Hazardous, Medical and Solid)		
1. Hazardous Waste		
a. Has the ship discharged Hazardous Material (HM) at sea?		
2. Solid Waste		
a. Does the ship have a waste (garbage) management plan? Ref: COMSCINST 5090.2A, para 7a1		
b. Does the ship maintain a garbage disposal log? Ref: COMSCINST 5090.2A, para 7a2		
c. Are placards showing garbage disposal restrictions posted? Ref: Annex V of the International Convention for the Prevention of Pollution by Ships, 1973 (MARPOL 73/78) 33 CFR 151.59		
Ship Ballast Water and Anchor Sediment Control		
1. Does the ship routinely perform washdowns of the anchor and chain? Ref: COMSCINST 5090.1B, 4-11d		
2. Does the ship manage ballast water in accordance with the existing Navy policy? Ref: COMSCINST 5090.1B, 4-11.a.		
Protection of Marine Mammals		

18 June 1998

APPENDIX B

OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT

Explanation of Columns for OHS Spill Response Kit:

1. The spread sheet includes the listed information:

a. Item description

b. Stock number (NSN)

c. Column 1 applications: List of required quantities of material for OHS kits for the following ships:

T-ATF, T-AG, T-AGS and T-ARC

d. Unit price - per unit of issue (each, bale, box, case, etc.).

e. Extended price - total price for required quantity.

f. Column (2) applications: List of required quantities of material for OHS kits for the following ships:

T-AO, T-AFS, T-AGM, T-AE, T-AKR and T-AH

g. Extended price - total price for required quantity.

h. Manufacturer's Cage - identifies a particular part to a specific manufacturer.

i. Source - Manufacturer's name, address and phone number.

j. Order Number:

(1) Part number

(2) MILSPEC Number

(3) NSN, as required

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT

Cage	Item Description	COG	Stock Number	Column 1	Column 2
	Spill Containment Material				
58536	Sorbent Sweep (18" x 100' bale)	9G	9330-01-281-4608	8 ea	16 ea
50378	Sorbent Sheet (18"x18" - 100 sheet/bale)	9G	9330-01-219-7414	1 be	2 be
OBJ93	Oil & Water Absorbent (20/bx)	9Q	7930-01-353-6414	1 bx	1 bx
OBJ93	Sorbent Sox (15/bx)	9Q	7930-01-353-6415	1 bx	1 bx
18078	Decontaminating Agent (15lb/cn)	9G	6850-01-230-8556	1 cn	2 cn
3347	Steel Drum (30 gal)	9Z	8110-00-866-1728	2 ea	4 ea
51545	Plastic Bags (100/bx)	9Q	8105-01-183-9764	2 bx	2 bx
39428	Scrub Brush	9Q	7920-00-282-2470	12 ea	12 ea
83421	Brush Handle	9Q	7920-00-141-5452	6 ea	12 ea
80244	Rubber Dustpan	9Q	7920-00-616-0109	6 ea	12 ea
OBJ93	Squeegee	9Q	7920-00-224-8339	6 ea	12 ea
64067	Tongs	9Q	7330-00-616-0998	3 ea	6 ea
76381	Sealing Tape	9Q	7510-01-362-7043	1 ro	2 ro
	Personal Protective Equipment (PPE)				
4N228	Disposable Coveralls, Large (6/cs) (Saranex Coated)	9D	8415-01-415-7450	1 cs	2 cs
4N228	Disposable Coveralls, Medium (6/cs) (Saranex Coated)	9D	8415-01-415-7451	1 cs	2 cs
4M340	Coveralls, Medium (Tyvek Coated)	9D	8415-00-601-0794	6 ea	12 ea
4M340	Coveralls, Large (Tyvek Coated)	9D	8415-00-601-0797	6 ea	12 ea
91019	Toxicological Gloves	9D	8415-00-753-6553	3 pr	6 pr
OR8U2	Chemical & Oil Gloves (Sz 10)	9D	8415-01-013-7382	12 pr	24 pr
4667	Surgeon's Gloves (50/pkg)	9M	6515-01-149-8841	1 pkg	2 pkg
39428	Air Filtering Mask (20/bx)	9G	4240-01-246-0314	1 bx	1 bx
50378	Air Filtering Respirator (12/bx)	9G	4240-01-300-9411	1 bx	1 bx
55799	Air Filtering Respirator	9G	4240-01-022-8501	6 ea	12ea

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MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT

	Item Name		Stock Number	Column 1	Column 2
Personal Protective Equipment (PPE) (Cont'd)					
55799	Air Fitting Respirator Cartridge, Organic Vapor/Acid (10/bx)	9G	4240-01-103-8475	2 bx	4 bx
55799	Air Filtering Respirator Cartridge, Organic Vapor (10/bx)	9G	4240-01-230-6892	2 bx	4 bx
55799	Chemical Goggles	9G	4240-00-190-6432	12 pr	24 pr
Accessories					
OP6LO	Medical Locker	9G	2090-W-368-4795	2 ea	4 ea
ODX96	Accessories Storage Box	9C	2540-00-348-7792	2 ea	4 ea
22527	Blue Litus Paper (100/bx)	9L	6640-00-290-0146	1 bx	1 bx
8T740	Guide for Hazardous Material Incidents, Emergency Response Handbook	9G	7610-01-350-5837	1 ea	1 ea
	Non-Regulated Hazardous Material (Spill Residue) Label		MSC 4400/5 (10/97)	1 pkg	1 pkg
OJOH2	• Tending Line (50 ft)	9Q	4020-00-968-1 350	1 rl	111
	* Snap Hook	9Z	5340-00-275-4584	8 ea	16 ea
Notes/Remarks					
	* Tending Line will be fabricated locally				

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT; UST OF SOURCES

Item Description	Stock Number	Column 1	Unit Price	Extended Price	Column 2	Extended Price	Mfg Cage	Source (Name, address & phone number)	Order Number
Sorbent Sweep (18' x 100 ft/bale)	9G 9330-01-281-4608	8 ea	\$41.05	\$328.40	16 ea	\$656.80	58536	M & I supply Co PO Box 1127 Alpharetta GA 30009-1127 770-475-3877	P/N EA 1800
Sorbent Sheet (18' x 18' - 100 sheets/bale)	9G 933001-219-7414	1 bale	\$25.35	\$25.35	2 bales	\$50.70	50378	Minnesota Mining & Mfg Co Occupational Health & 3M Center Saint Paul MN 55144-1000 612-737-4114	P/N T-1 56
Oil & Water Absorbent (20/bx)	9Q 7930-01-353-6414	1 bx	\$79.80	\$79.80	1 bx	\$79.80	OBJ93	Upwright Inc 10665 Kahlmeyer Dr Saint Louis MO 63132 314-961-3711	P/N 640 / W0100
Sorbent Sox (15/bx)	9Q 7930-01-353-6415	1 bx	\$34.53	\$34.53	1 bx	\$34.53	OBJ93	Upwright Inc 10665 Kahlmeyer Dr Saint Louis MO 63132 314-961-3711	P/N 600 / Woo50
Disposable Coveralls, Large (6/cs) (Saranex Coated)	9D 8415-01-41 S-7450	1 cs	\$305.74	\$305.74	2 cs	\$611.48	4N228	Kappler USA Inc 70 Grimes Dr Guntersville AL35976-9480 205-505-4000	RN 3T 434 (L)
Disposable Coveralls, Medium (6/cs) (Saranex Coated)	9D 8415-01-415-7451	1 cs	\$305.74	\$305.74	2 cs	\$611.48	4N228	Kappler USA Inc 70 Grimes Dr Guntersville AL35976-9480 256-505-4000	P/N 3T 434 (M)
Coveralls, Medium (Tyvek Coated)	9D 8415-00-601-0794	12 ea	\$54.60	\$54.60	24 ea	\$109.20	64067	A&E Manufacturing Co. 5501 21 st ST Racine WI 53406-5046	MIL-C-29133(M)
Coveralls, Large (Tyvek Coated)	9D 8415-00-601-0797	6 ea	\$27.30	\$54.60	12 ea	\$54.60	64067	A&E Manufacturing Co. 5501 21 st ST Racine WI 53406-5046	MIL-C-29133(L)

- ▶ Column 1 applies to T-ATF, T-AG, T-AGIS, T-AGOR, 1 AK, T-AGOS and T-ARC class ships
- ▶ Column 2 applies to T-AO, T-AFS, T-AGM, T-AE, T-AKR and T-AH class ships

Enclosure (1)

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COMSCINST 5090.1B CH-1
18 JUNE 1999

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT; LIST OF SOURCES

Item Description	Stock Number	Column 1	Unit Price	Extended Price	Column 2	Extended Price	Mfg Cege	Source (Name, address & phone number)	Order Number
Toxicological Gloves	9D 8415-00-753-6553	3 pr	\$12.10	636.30	6 pr	672.60	91019	North Safety Products PO Box 70729 Charleston SC 294 15 800-456-8315	P/N B 324
Chemical & Dii Gloves (Size 10)	9D 8415-01-013-7382	12 pr	62.00	\$24.00	24 pr	648.00	OR8U2	Montgomery Safety Products 592 W Chestnut St /PO Box 1057 Coshotton OH 614-622-1376	P/N 1715 F
Surgeons Gloves (50/pkg)	9M 6515-01-149-8841	1 pkg	621.30	621.30	2 pkg	642.60	4687	Baxter HealthCare Corp. Gov't Sales 12 10 Waukegan Rd Waukegan IL 60085 847-578-9500	PIN 2D7 154 / Triflex
Air Filtering Mask (20/bx)	9G 4240-01-246-0314	1 bx	611.44	611.44	1 bx	\$11.44	39428	McMaster-Carr Supply Co 600 Country Line Rd Elmhurst IL 60126 630-833-0300	PIN 55795T1
" "	" "	" "	" "	" "	" "	" "	8342 1	National Industnes for the Blind 190 1 N Beauregard St, Suite 200 Alexandria VA 22311 703-998-0770	PIN Same as NSN
Air Filtering Respirator (12/bx)	9G 4240-01-309-9411	1 bx	6132.76	\$132.76	1 bx	\$132.76	50378	Minnesota Mining & Mfg Co Occupational Health & 3M Canter Saint Paul MN 55144-1000 612-737-4114	P/N 87 1 O-20
Air Filtering Respirator	9G 4240-01-022-8501	6 ea	6 13.05	678.30	12 ea	6156.60	55799	Mine Safety Appliances Co 1901 William Flynn Hwy Glennshaw PA 15116 412-733-9100	P/N 460968

- ▶ Column 1 applies to T-ATF, T-AG, T-AGS, T-AGOR, T-AK, T-AGOS and T-ARC class ships
- ▶ Column 2 applies to T-AO, T-AFS, T-AGM, T-AE, T-AKR and T-AH class ships

5-B-5

Enclosure (1)

COMSCINST 5090.1B CH-1
18 JUNE 1999

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT; LIST OF SOURCES

item Description	Stock Number	Column 1	Unit Price	Extended Price	Column 2	Extended Price	Mfg Cage	Source (Name, address & phone number)	Order Number
Air Filtering Respirator Cartridge, organic vapor/acid (10/bx)	9G 4240-01-103-8475	2 bx	\$30.86	\$61.32	4 bx	\$122.64	55799	Mine Safety Appliances Co 1901 William Flynn Hwy Glennshaw PA 15 116 412-733-9100	P/N 464046
Air Filtering Respirator Cartridge, organic vapor (10/bx)	9G 4240-01-230-6892	2 bx	\$26.23	452.46	4 bx	\$104.92	55799	Mine Safety Appliances Co 1901 William Flynn Hwy Glennshaw PA 15 116 412-733-9100	PIN 464031
Chemical Goggles	9G 4240-00-1 90-6432	12 pr	\$1.58	418.96	24 pr	\$37.92	55799	Mine Safety Appliances Co 1901 William Flynn Hwy Glennshaw PA 15 116 412-733-9100	P/N 79 1079
Decontaminating Agent (15 lb/cn)	9G 6850-01-230-8558	1 cn	\$32.98	\$32.98	2 cn	\$65.96	10078	Acton Technologies 100 Thompson St Pittston PA 18640-0728 717-654-0612	P/N HGXDECON- TAMINANT
Medical Locker	9G 2090-00-368-4795	2 ea	\$171.36	6342.72	4 ea	\$685.44	OP6LO	York Mfg 10928 Wheatlands Ave SanTee CA 9207 1 619-596-0222	PIN YMI 4795
Accessories Storage Box	9C 2540-00-348-7792	2 ea	6157.08	\$314.16	4 ea	\$628.32	ODX96	Customs Mfg 606 Delco Dr Clinton WI 53525 608-676-2282	Use NSN
Non-Regulated Hazardous Material (Spill Residue) Label (25/pkg)	MSC Form 4400/5 (10/97)	1 pkg	N/C	N/C	1 pkg	N/C		MSC Local Form	MSC 4400/5 (10/97)
Blue Litmus Paper (100/bx)	9L 6640-00-290-0146	1 bx	\$21.96	\$21.96	1 bx	\$21.96	22527	Fisher Scientific Co 585 Alpha Dr Pittsburgh PA 15238-29 11 800-395-5442	PIN 14-844

- ▶ Column 1 applies to T-ATF, T-AG, T-AGS, T-AGOR, T-AK, T-AGOS and T-ARC class ships
- ▶ Column 2 applies to T-AO, T-AFS, T-AGM, T-AE, T-AKR and T-AH class ships

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT; LIST OF SOURCES

Item Description	Stock Number	Column 1	Unit Price	Extended Price	Column 2	Extended Price	Mfg Cage	Source [Name, address & phone number)	Order Number
Guide for Hazardous Material Incidents, Emergency Response Handbook	9G 7610-01-350-5837	1 ea	\$7.65	\$7.65	1 ea	67.65	8T740	JJ Keller 3003 W Breezewood Ln Neenah WI 54957-0368 800-327-6868	PIN FA-3-ORS-6
Steel Drum (30 gal)	9Z 8110-00-866-1728	1 ea	642.09	642.09	2 ea	684.18	3347	OT Trans Industries Inc 2767 Hereford Rd Melbourne FL 32935 407-259-9880	PIN CQ 3005
Plastic Bags (100/bx)	9Q 8105-01-183-9764	2 bx	624.79	649.58	4 bx	699.16	51545	Mobil Chemical Co, Plastics Div 1150 E Pfftsford-Victor Rd Pittsford NY 14534-3897	PIN PG I-6030
Scrub Brush	9Q 7920-00-282-2470	12 ea	62.89	634.68	24 ea	669.36	39428	M&Iaster-Carr Supply Co 600 Country Line Rd Elmhurst IL 60126-2034 708-834-9600	P/N 7175T14
Rubber Dustpan	9Q 7290-00-616-0109	6 ea	62.25	613.50	12 ea	627.00	80244	GSA/Federal Supply Service 194 1 Jefferson Davis Hwy, CM4 Washington DC 20406 703-305-75 10	PIN A-A-300 TY 1
Brush Handle	9Q 7920-00-1 41-5452	6 ea	62.45	614.70	12 ea	629.40	83421	National Industries for the Blind 190 1 N Beuregard St, Suke 200 Alexandria VA 22311 703-998-0770	PIN Same as NSN
Squeegee	9Q 7920-00-224-8339	6 ea	69.57	657.42	12 ea	6114.84	oBJ93	Nat'l Industries for the Severely Handicapped 225 Cedar Ln Vienna VA 22 180-5242 703-560-6800	PIN Same as NSN
Sealing Tape	9Q 75 10-01 -362-7043	1 roll	619.25	619.25	2 rolls	638.50	76381	Minnesota Mining & Mfg Co Occupational Health & 3M Center Saint Paul MN 55144-1000 612-737-41 14	PIN 483

- ▶ **Column 1** applies to **T-ATF, T-AG, T-AGS, T-AGOR, T-AK, T-AGOS** and **T-ARC** class ships
- ▶ **Column 2** applies to **T-AO, T-AFS, T-AGM, T-AE, T-AKR** and **T-AH** class ships

5-B-7

Enclosure (1

COMSCINST 5090.1B CH-1
18 JUNE 1999

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT; LIST OF SOURCES

Item Description	Stock Number	Column 1	Unit Price	Extended Price	Column 2	Extended Price	Mfg Cage	Source (Name, address & phone number)	Order Number
Tongs	9Q 7330-00-616-0998	3 ea	\$1.75	\$5.25	6 ea	\$10.50	64067	Nat'l Industries for the Severely Handicapped 225 Cedar Ln Vienna VA 22180-5242 703-560-6800	P/N Same as NSN
Tending Line, 50 ft (U/I contains 600 ft)	9Q 4020-00-968-1350	1 roll	\$14.25	\$14.25	1 roll	614.25	OJOH2	C & S Industrial Supply Po Sox 5 Cuthbert GA 31740 912-732-5660	Use NSN I MILSPEC
Snap Hook	SZ 5340-00-275-4584	8 ea	\$1.76	\$14.24	16 ea	\$28.48		Item Manager; S91	Use NSN

- ▶ Column 1 applies to T-A TF, T-AG, T-AGS, T-AGOR, T-AK, T-AGOS and T-ARC class ships
- ▶ Column 2 applies to T-AO, T-AFS, T-AGM, T-AE, T-AKR and T-AH class ships